

NEW ORLEANS AND NASHVILLE RAILROAD—DUTY ON  
IRON.

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JULY 19, 1842.

Read, and laid upon the table.

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Mr. J. R. INGERSOLL, from the Committee of Ways and Means, to which the subject had been referred, submitted the following

REPORT:

*The Committee of Ways and Means, to whom was referred a resolution of the Legislature of Louisiana, relative to the exemption of the railroad iron now in the United States belonging to the New Orleans and Nashville Railroad Company, whose iron has been bonded, from the payment of duties, or granting three years from the 1st of June, 1842, to the said company, whose iron now on hand has not been laid according to law, respectfully report :*

The resolution recites that the New Orleans and Nashville Railroad Company did, in the years 1839 and 1840, import sundry railroad iron, upon which bonds were given, in conformity to law, to lay the same within three years of the date of the arrival of the iron, and that the disasters of the times have prevented the company from laying the same within the period prescribed by law ; that judgments have been rendered against the company, and their sureties on the bonds, for the payment of the duties on the railroad iron which has not been laid ; that the State of Louisiana has reserved a first lien and privilege on all the property belonging to the said road ; and that the railroad iron subject to be levied on in payment of the duties would, if sold by the marshal of the United States, be sacrificed, and thereby inflict serious injury on the State.

Several cases have been referred to the Committee of Ways and Means, resembling, in a greater or less degree, the case presented by the resolution of the Legislature of Louisiana. The committee has, it is believed, uniformly declined reporting in favor of extending beyond three years the time for laying the rails permanently. Nothing is perceived in the circumstances now presented to cause a departure from the general rule. Facilities and advantages, within the term fixed by law, have occasionally been recommended ; but none of these would meet the views of the Legislature. The committee cannot advise either that the railroad iron be exempt from the payment of any duties whatever, or that the term for laying the rails be extended to three years from the first day of June, 1842.

